

Item 4.1 Euro-Asian Transport Links

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EATL Objectives

- The Euro-Asian Transport Links (EATL) project aims to make the overland transport between the two continents efficient, fast, safe and competitive.
- Designated National Focal Points (NFP) in the participating countries were to identify main EATL road and rail routes for priority development, regional cooperation and coordination.
- EATL Expert Group is the cooperation platform for the coordinated development of coherent Euro-Asian inland transport links.



EATL rail routes comparison

Scenarios	Route	Rail		Maritime		Best Transport Means	
		Cost (\$)	Time (hrs)	Cost (\$)	Time (hrs)	Cost	Time
Scenario 1: EATL Route 1	Khabarovsk (Russian Fed.) to Potsdam (Germany)	6 967.00	341	6 533	589	Maritime	Rail
Scenario 2: EATL Route 2	Hangzhou (China) to Kaluga (Russian Fed.)	4 714.65	277	6 786	624	Rail	Rail
Scenario 3: EATL Route 3	Tashkent (Uzbekistan) to Varna (Bulgaria)	5 946.00	165	7 550	529	Rail	Rail
Scenario 4: EATL Route 4	Almaty (Kazakhstan) to Istanbul (Turkey)	5 881.00	250	4 970	672	Maritime	Rail
Scenario 5: EATL Route 5	Morvarid (Iran) to Pushkin (Russian Fed.)	6 390.50	256	3 310	374	Maritime	Rail
Scenario 6: EATL Route 6	Ussuriysk (Russian Fed.) to Kyiv (Ukraine)	5 857.00	289	6 290	463	Rail	Rail
Scenario 7: EATL Route 7	Shanghai (China) to Warsaw (Poland)	8 937.00	446	6 300	569	Maritime	Rail
Scenario 8: EATL Route 8	Krasnodar (Russian Fed.) to Kaliningrad (Russia)	1 595.00	70	5 050	225.2	Rail	Rail
Case Study /Car Manufacturer	Vesoul (France) to Kaluga (Russian Fed.)	2 107.00	101	6 300	163	Rail	Rail

EATL rail route



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EATL road routes

UNECE Euro-Asian Links Project Phase II Road Routes



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EATL Phase II findings

- The project provided clear evidence that the overland rail transport is not a myth or some distant future, but a viable reality.
- Competitive Euro-Asian rail transport, and its combination with that of maritime and road transport is feasible.
- Firms increasingly use the rail option in Euro-Asian trade.
- **BUT**: Non-physical obstacles to transport along the EATL routes remain.



EATL Phase III (2013-15)

- The principal objective for EATL in Phase 3 is to operationalize nine rail and nine road overland routes identified in previous EATL phases
- International Financial Institutions and the relevant national infrastructure development bodies ought to direct their activities to coordinate infrastructure investment plans, as well as to attract private investment
- Promote coordination and facilitation of financing of infrastructural projects



EATL Phase III (2013-15)

- Facilitation of transport by removing physical and administrative bottlenecks when crossing borders
- Further improve GIS internet free-access application and develop a web tool to compare inland transport options and maritime
- Funding – sponsors and hosts are welcome



EATL Phase III (2013-15)

- Number of countries increased from 27 (Phase II) to 38 countries
- Mandate extended for another year in May 2016
- Several Expert Group meetings in 2016 and 2017
- Draft Final Report prepared mid 2017
- Report was endorsed by the WP.5 in Geneva – 5 September 2017 and approved by the Inland Transport Committee in February 2018.



Report of the Phase III

- I Euro-Asian trade routes and freight flows;
- II Initiatives, project and studies along EATL routes;
- III Main obstacles hampering the development of Euro-Asian Transport Links;
- IV Euro-Asian Transport Links: Looking into the future; and
- V Conclusions and recommendations.



Findings of the Phase III

- Economic growth and growth of international trade is not driving the increase in freight flows as before;
- Markets created new opportunities (e.g. e-commerce) that can drive freight flows on inland routes between Europe and Asia;
- Railway transport is developing (block trains) - there is a need to make railways more competitive;
- Road transport does not operate on long distance;



Findings of the Phase III (II)

- Continuous progress in infrastructure and operations development has been made
- But progress and development is necessary to address non physical barriers
 - Bottlenecks: border crossings (delays mainly to process inefficiencies),
 - availability of permits,
 - visa procedures,
 - legal regimes,
 - poor service,
 - little flexibility for routing,
 - uncompetitive and changing tariffs.



Conclusions of the Phase III

- Cooperate and coordinate to: harmonize transport policies, facilitate procedures and standards along routes, and continue to improve infrastructure,
- Focus on:
 - (i) transport policy making in general,
 - (ii) institutional reforms and trade facilitation, and
 - (iii) infrastructure improvements
- **International Conference on making Euro-Asian Transport Corridors Operational – Geneva 3 September 2018.**



Thank you

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